

ROAD TRAFFIC ACCIDENTS IN QUEENSLAND.Three Months Ended 30th September, 1956.

Note: Throughout this bulletin, a large number of minor accidents reported to the Police, but not involving death or personal injury and doing vehicle damage worth less than £10, have been omitted.

During the three months ended 30th September, 1956, 93 persons were killed and 2,324 injured in 6,793 road traffic accidents in Queensland. The number of deaths was the greatest ever recorded for any quarter, being 4 more than the highest figure recorded previously and an increase of 15 over the September quarter of 1955. The number of accidents and cases of injury were both the second highest yet recorded, being exceeded only in the December quarter of 1955. Compared with the previous September quarter, the number of injured persons showed an increase of 107, while the number of accidents increased by 383.

The principal reason for the record number of deaths was the high figures recorded simultaneously for passengers (30), pedestrians (26), and motor vehicle drivers (22). Although these numbers are not the greatest ever recorded in any quarter for each of these types of road users, they are each well above the average for all quarters for the past few years. Fatalities suffered by motor cyclists (10) and pedal cyclists (5) were not significantly different from the figures recorded in recent quarters. Cases of non-fatal injury were high for all types of road users, although in the case of pedestrians the number of injured (281) was a slight improvement on the figures recorded in the more recent quarterly periods. The number of injured motor cyclists (377), although showing an increase over the preceding quarters, was not greatly different from the average for the previous two years. Cases of injury to motor vehicle drivers (550) and pedal cyclists (291) both showed a continuation of the upward trend of recent years. The number of injured passengers (825) was also fairly high.

During the quarter 77 per cent. of the road users under 5 years of age who became road casualties were passengers in vehicles, and the remaining 23 per cent. were pedestrians. For 5 and 6 year old children, however, 55 per cent. of the casualties were pedestrians, and 43 per cent. passengers, with the remainder pedal cyclists. In the 7-16 years group, where pedal cycles become popular, almost half (49 per cent.) of the casualties were pedal cyclists, 33 per cent. passengers, and 14 per cent. pedestrians, while the remaining 4 per cent. were young vehicle drivers and motor cyclists. In the next age group (17-20 years) where the motor cycle replaces the pedal cycle as a popular means of transport, 41 per cent. of the casualties were motor cyclists, 32 per cent. passengers in or on vehicles, 14 per cent. motor vehicle drivers, while only 9 per cent. were pedal cyclists. Although pedestrian casualties in this age group were relatively as numerous as in most other age groups, the large number of motor cycle rider and passenger accidents to persons of these ages reduced the proportion of pedestrian accidents to 3 per cent. of the total for the age group. In the 21-29 years group, passengers (including pillion riders) made up the largest group of casualties, comprising 35 per cent. of the total, while motor vehicle driver casualties (31 per cent.) became more numerous than motor cyclist casualties (22 per cent.), and pedestrian and pedal cyclist casualties were relatively small. Motor vehicle driver casualties formed their highest proportion of casualties in the 30-39 years group, making up 47 per cent. of all casualties in this age group, compared with 28 per cent. for passengers and 12 per cent. for motor cyclists, while pedestrians and pedal cyclists were much the same as for the previous group. From 40 years onwards, the largest single casualty group was passengers in vehicles who comprised approximately 35 per cent. of the casualties. Motor vehicle driver casualties decreased steadily to become only 15 per cent. for persons over 60 years. On the other hand, pedestrian casualties increased steadily from 40 years onwards until at 60 years and over they comprised 37 per cent. of the casualties. Pedal cyclists formed a slightly increasing proportion of casualties from 40 years onwards, while the motor cyclist proportion decreased with the increase of age.

Motor vehicle drivers were held to be the cause of 64.7<sup>per cent.</sup> of all accidents which occurred during the September quarter, and motor cyclists 4.7 per cent. Vehicle defects were considered to be responsible for 6.9 per cent. of the accidents and road and weather conditions for 6.2 per cent., while parties not involved in the accidents were blamed for 5.8 per cent. of all accidents.

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Table 1 - Summary of Road Traffic Accidents in Queensland, 1951 to 1956.

| Year.                         | Three Months Ended - |        |       |            | Twelve Months<br>Ended September. |
|-------------------------------|----------------------|--------|-------|------------|-----------------------------------|
|                               | December.            | March. | June. | September. |                                   |
| Number of Accidents Reported. |                      |        |       |            |                                   |
| 1951-52                       | 3,088                | 2,980  | 3,556 | 3,465      | 13,089                            |
| 1952-53                       | 3,740                | 3,628  | 4,083 | 4,070      | 15,521                            |
| 1953-54                       | 4,452                | 4,393  | 4,960 | 4,937      | 18,742                            |
| 1954-55                       | 5,456                | 5,128  | 5,917 | 6,410      | 22,911                            |
| 1955-56                       | 6,884                | 6,104  | 6,159 | 6,793      | 25,940                            |
| Persons Killed.               |                      |        |       |            |                                   |
| 1951-52                       | 57                   | 48     | 61    | 89         | 255                               |
| 1952-53                       | 86                   | 56     | 70    | 75         | 287                               |
| 1953-54                       | 75                   | 58     | 70    | 56         | 259                               |
| 1954-55                       | 89                   | 65     | 63    | 78         | 295                               |
| 1955-56                       | 71                   | 71     | 78    | 93         | 313                               |
| Persons Injured.              |                      |        |       |            |                                   |
| 1951-52                       | 1,605                | 1,558  | 1,785 | 1,780      | 6,728                             |
| 1952-53                       | 1,862                | 1,612  | 1,898 | 1,904      | 7,276                             |
| 1953-54                       | 2,154                | 1,834  | 2,041 | 2,001      | 8,030                             |
| 1954-55                       | 2,271                | 2,040  | 2,109 | 2,217      | 8,637                             |
| 1955-56                       | 2,515                | 2,236  | 2,202 | 2,324      | 9,277                             |

Table 2 - Types of Road Users Killed or Injured in Queensland.

| Period.                | Motor Drivers. | Motor Cyclists. | Pedal Cyclists. | Passengers. <sup>a</sup> | Pedestrians. | Total. |
|------------------------|----------------|-----------------|-----------------|--------------------------|--------------|--------|
| Persons Killed.        |                |                 |                 |                          |              |        |
| Year Ended 30th Sept.- |                |                 |                 |                          |              |        |
| 1952 .. ..             | 44             | 49              | 19              | 73                       | 70           | 255    |
| 1953 .. ..             | 57             | 52              | 11              | 101                      | 66           | 287    |
| 1954 .. ..             | 38             | 57              | 20              | 86                       | 58           | 259    |
| 1955 .. ..             | 57             | 61              | 21              | 83                       | 73           | 295    |
| 1956 .. ..             | 71             | 43              | 14              | 99                       | 86           | 313    |
| Quarter Ended -        |                |                 |                 |                          |              |        |
| September, 1955        | 12             | 14              | 6               | 24                       | 22           | 78     |
| December, 1955 ..      | 17             | 13              | 1               | 20                       | 20           | 71     |
| March, 1956 ..         | 11             | 11              | 3               | 27                       | 19           | 71     |
| June, 1956 ..          | 21             | 9               | 5               | 22                       | 21           | 78     |
| September, 1956        | 22             | 10              | 5               | 30                       | 26           | 93     |
| Persons Injured.       |                |                 |                 |                          |              |        |
| Year Ended 30th Sept.- |                |                 |                 |                          |              |        |
| 1952 .. ..             | 1,145          | 1,501           | 853             | 2,263                    | 966          | 6,728  |
| 1953 .. ..             | 1,267          | 1,643           | 941             | 2,442                    | 983          | 7,276  |
| 1954 .. ..             | 1,494          | 1,621           | 1,036           | 2,816                    | 1,063        | 8,030  |
| 1955 .. ..             | 1,758          | 1,584           | 1,024           | 3,094                    | 1,177        | 8,637  |
| 1956 .. ..             | 2,125          | 1,517           | 1,139           | 3,289                    | 1,207        | 9,277  |
| Quarter Ended -        |                |                 |                 |                          |              |        |
| September, 1955        | 474            | 358             | 279             | 787                      | 319          | 2,217  |
| December, 1955 ..      | 589            | 477             | 283             | 873                      | 293          | 2,515  |
| March, 1956 ..         | 484            | 332             | 282             | 850                      | 288          | 2,236  |
| June, 1956 ..          | 502            | 331             | 283             | 741                      | 345          | 2,202  |
| September, 1956        | 550            | 377             | 291             | 825                      | 281          | 2,324  |

<sup>a</sup> Including tram drivers, riders of animals, drivers of animal-drawn vehicles, &c.

Table 3 - Ages of Persons Killed or Injured in Road Traffic Accidents,  
Three Months Ended 30th September, 1956.

| Category.      | Killed or Injured. | Under 5. | 5-6. | 7-16. | 17-20. | 21-29. | 30-39. | 40-49. | 50-59. | 60 and Over. | Not Stated. | Total. |
|----------------|--------------------|----------|------|-------|--------|--------|--------|--------|--------|--------------|-------------|--------|
| Motor Drivers  | Killed             | -        | -    | -     | 3      | 8      | 6      | 3      | -      | 2            | -           | 22     |
|                | Injured            | -        | -    | 2     | 60     | 163    | 151    | 98     | 43     | 28           | 5           | 550    |
| Motor Cyclists | Killed             | -        | -    | 1     | 4      | 2      | 3      | -      | -      | -            | -           | 10     |
|                | Injured            | -        | -    | 4     | 176    | 120    | 37     | 23     | 6      | 5            | 6           | 377    |
| Pedal Cyclists | Killed             | -        | -    | 1     | 1      | -      | -      | 2      | 1      | -            | -           | 5      |
|                | Injured            | -        | 1    | 141   | 40     | 28     | 23     | 18     | 17     | 19           | 4           | 291    |
| Passengers     | Killed             | 3        | -    | 1     | 2      | 9      | 4      | 5      | 2      | 4            | -           | 30     |
|                | Injured            | 58       | 17   | 94    | 141    | 180    | 90     | 92     | 57     | 67           | 18          | 814    |
| Pedestrians    | Killed             | 2        | -    | -     | -      | 1      | 2      | 1      | 3      | 17           | -           | 26     |
|                | Injured            | 16       | 22   | 40    | 11     | 32     | 18     | 31     | 40     | 59           | 12          | 281    |
| Others         | Killed             | -        | -    | -     | -      | -      | -      | -      | -      | -            | -           | -      |
|                | Injured            | -        | -    | 3     | 3      | -      | -      | 1      | 1      | 2            | 1           | 11     |
| Total          | Killed             | 5        | -    | 3     | 10     | 20     | 15     | 11     | 6      | 23           | -           | 93     |
|                | Injured            | 74       | 40   | 284   | 431    | 523    | 319    | 263    | 164    | 180          | 46          | 2,324  |

Table 4 - Causes of Road Traffic Accidents in Queensland, *Period 1956/57.*  
Three Months Ended 30th September, 1956.

| Cause.   | Accidents Reported.       | Persons Killed.    | Persons Injured.       | Proportion of Total Accidents Reported. |
|--|---------------------------|--------------------|------------------------|---|
|  | No.                       | No.                | No.                    | Per Cent.                               |
| Faults of Drivers of Motor Vehicles (other than Cycles)  | 4,397 <sup>17,509</sup>   | 49 <sup>148</sup>  | 1,171 <sup>4,659</sup> | 64.7                                    |
| (Excessive speed)  | (384)                     | (23) <sup>53</sup> | (226) <sup>912</sup>   |   |
| (Inattentive driving)  | (935) <sup>4,235</sup>    | (6) <sup>22</sup>  | (211) <sup>743</sup>   |   |
| (Inexperience, including inexperience with type of vehicle in use at time of accident)           | (78)                      | (4)                | (34)                   |   |
| (Intoxicated)  | (127) <sup>514</sup>      | (3) <sup>12</sup>  | (77) <sup>250</sup>    |   |
| (Crossing railway level crossing without due care)   | (32)                      | (3)                | (23)                   |   |
| (Overtaking on nearside, or in the face of oncoming vehicle(s), or without sufficient clearance) | (285)                     | (2)                | (59)                   |   |
| (All other faults)   | (2,556) <sup>11,222</sup> | (8) <sup>61</sup>  | (541) <sup>2,553</sup> |   |
| Faults of Riders of Motor Cycles   | 320 <sup>1,124</sup>      | 7 <sup>39</sup>    | 271 <sup>1,170</sup>   | 4.7                                     |
| (Excessive speed)  | (63) <sup>245</sup>       | (5) <sup>17</sup>  | (65) <sup>243</sup>    |   |
| (Inattentive riding)   | (90) <sup>409</sup>       | (1) <sup>6</sup>   | (68) <sup>307</sup>    |   |
| (Disregarding, misunderstanding, or failing to observe traffic sign or signal of other driver)   | (46)                      | (1)                | (37)                   |   |
| (All other faults)   | (121) <sup>779</sup>      | (-) <sup>16</sup>  | (101) <sup>618</sup>   |   |
| Faults of Pedal Cyclists   | 68 <sup>2149</sup>        | 2 <sup>14</sup>    | 144 <sup>175</sup>     | 2.2                                     |
| Faults of Drivers of Animal-drawn Vehicles and Riders of Animals                                 | 1                         | -                  | 2 <sup>5</sup>         | -                                       |
| Faults of Pedestrians  | 246 <sup>992</sup>        | 21 <sup>64</sup>   | 240 <sup>1,002</sup>   | 3.6                                     |
| Faults of Passengers   | 52 <sup>206</sup>         | 1 <sup>5</sup>     | 45 <sup>190</sup>      | 0.8                                     |
| Motor Vehicle Defects  | 427 <sup>1,490</sup>      | 6 <sup>27</sup>    | 146 <sup>632</sup>     | 6.3                                     |
| Motor Cycle Defects  | 21 <sup>76</sup>          | -                  | 17 <sup>89</sup>       | 0.3                                     |
| Pedal Cycle Defects  | 23 <sup>78</sup>          | -                  | 23 <sup>79</sup>       | 0.3                                     |
| Animal-drawn Vehicle Defects   | -                         | -                  | -                      | -                                       |
| Caused by Animals  | 302 <sup>1,222</sup>      | - <sup>5</sup>     | 39 <sup>162</sup>      | 4.5                                     |
| Caused by Road Conditions  | 340 <sup>1,512</sup>      | 4 <sup>10</sup>    | 104 <sup>566</sup>     | 5.0                                     |
| Caused by Weather  | 81 <sup>415</sup>         | 2 <sup>9</sup>     | 28 <sup>141</sup>      | 1.2                                     |
| Caused by Parties Not Involved in Accident   | 397 <sup>1,580</sup>      | 1 <sup>3</sup>     | 87 <sup>397</sup>      | 5.8                                     |
| Trams Responsible  | 37 <sup>145</sup>         | -                  | 7 <sup>34</sup>        | 0.6                                     |
| Other Causes   | -                         | -                  | -                      | -                                       |
| Total  | 6,793 <sup>27,553</sup>   | 93 <sup>325</sup>  | 2,324 <sup>9,806</sup> | 100.0                                   |